

(Eighteenth English Edition, Feb., 1913.)

Instructions for Using . .

The Blick
Typewriters,
No. 7 & 8 Models.

PRICE 6d.



TO THE BEGINNER:



**Read
Before
You
Write.**

Before attempting to write, carefully read the directions contained in this little book, and observe them fully in practice, you will then quickly become an expert writer, and your machine will be kept in good condition.

The Blick Typewriter Co., Ltd.,

9 and 10, Cheapside,

LONDON, E.C.

A FEW DEFINITIONS.

The numbers refer to the illustration in the centre of the book; where no number is affixed the part is not visible on that illustration.

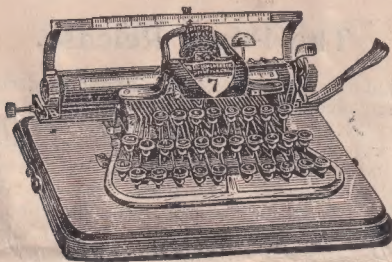
- 1 Line-Spacing Pawl (or Thumb-Pawl).**—The flat plated stamping which is standing above the bell on the No. 5 machine, and is in the same position on the No. 7, though the bell is not there (557).
- 2 Paper Frame.**—There are three shapes; one a piece of plated steel lying sickle-shaped over the platen (570B), the other a smaller piece the shape of a large U in the same position, the third is illustrated on page 9.
- 3 Paper Plate.**—The plated strip of spring steel which runs almost from end to end of the platen (569B).
- 4 Platen.**—The thick rubber-covered roll round which the paper lies and on to which the typewheel strikes.
- 5 Pressure Roller.**—The thin rubber roll lying along the middle of the platen on the side next the operator (677).
- 6 Snail Wheel.**—The wheel with irregularly cut teeth which lies below the sprocket wheel.
- 7 Space Plate.**—The flat plate, the end of which projects at the back, beyond the base frame of the machine, and works in and out with every stroke of a key-lever or of the spacer.
- 8 Sprocket Wheel.**—The thin toothed wheel with regular teeth just below the typewheel. No strain comes on this wheel, its sole use is to engage with a steel finger, called the sprocket stop, which projects upwards, just opposite the ink roll, and so steady the stroke of the typewheel. This stop ought to go fair into the centre between the teeth and not scrape on either side.
- 9 Swinging-Bail.**—The bent piece of wire which projects out from, and runs the full length of, the carriage at the back of the platen, and which can be pressed inwards by the finger. Its sole use is to release the carriage by pressing inwards with the finger at the same time that the spacing pawl is pushed backwards by the thumb (617).

Other definitions are embodied in the instructions as the terms occur.

If you find anything wrong with the work done by the machine, look under the head "Faults" on pages 19 to 22. If you cannot get it right, send a sample of the work, showing the fault, to the Blick Typewriter Co., Ltd., 9 and 10, Cheapside, London, E.C., and give the number of the machine which you will find stamped on the base, at the back right-hand corner.

BLICK TYPEWRITERS.

Instructions for the No. 7 & No. 8 Machines.



No. 7.

When you receive the machine you will find that the carriage is held at each end by a stop (526B) which can be swung out of position by pulling it round towards the operator. When work is over it will be found convenient to swing back at least one of these stops against which the carriage can be pushed before the cover is put on the machine.

The Paper Rack (628B).

The long bent wire shown at the back of machine in above illustration used to be a loose attachment which had to be fixed afresh (if required) every time the machine was uncovered for use. It is now so fixed to the machine that it can be turned up out of the way when the cover of the machine is put on.

It is sometimes more convenient to work without this rack, when this is so it is quite easy to detach.

The Spacing Bar (506B).

At every stroke of a lettered key a character is printed and the carriage moves on one space. When it is desired to move the carriage without printing a character, the space-bar must be struck. This is the flat bar seen in front of the printing levers in the above illustration of No. 7 machine.

Inserting Paper.

Taking the sheet in both hands, lay it upon the paper rack and move it forward until it passes beneath the large roller or platen, and touches the small pressure roller. Then, continuing to press the paper forward with the left hand, revolve the roller with the right hand by means of the knurl or by the line spacing key adjacent.

The Paper Release.

Just behind the platen roller, at the left hand end, stands a straight lever of formerly blued but now nickelled steel. This is connected with the pressure roller, (*see definition 5,*) and when pushed back its action removes the pressure of this roller from the platen, and bringing this lever back to its upright position restores the pressure again. This is a most useful arrangement. If a paper has been taken out of the machine, and it is desired to re-insert for a correction, it can be put back as nearly in its original position as possible, then if found by the indicator to be not quite right, the pressure can be taken off and then the paper is free to move to right or left, and can be adjusted to the exact point required and the pressure restored to fix it there. If a thick block of paper and carbons is being inserted (*see "Carbon Work," page 12,*) and it has not gone in quite evenly, then, when the pressure is removed, the block can be easily adjusted without fear of making dirty marks on the papers, as might easily be done if they had to be straightened by pulling as is directed for single sheets, or sheets with one carbon copy only. If the machine is going to be unused for some time, throw this pressure lever back, and thus avoid the chance of finding that a flat space has been developed on the pressure roller by it having been left for weeks, or months, with a strong pressure along one line.

The Key-Board.

The small (or "**lower case**") letters, the "comma" and "period" comprise the upper line of type on the circumference of the wheel and they are written without the use of a shift key.

The capital (or "**upper case**") letters, the "&" and "?" form the middle line of type, and to bring them into operation the

shift key marked CAP must be depressed. The numerals, and all the rest of the characters, as marked on the key buttons, are on the lowest line of type, and are brought into action by pressing down the shift key marked FIG.

The arrangement of the letters and characters on the key-board follows the rule adopted by printers, who are accustomed to distribute the characters in the case before them so that those most frequently used are readiest to the hand. This arrangement has been properly called the "**scientific**" arrangement, and it will be found both to make learning easier, and the subsequent operation of the machine more rapid.

If counted, 70 per cent. of the strokes made in writing English will be found to fall on the lowest row of keys, those easiest to strike and nearest to the space bar; only 6 per cent. on the far away top row, and the other 24 per cent. are taken by the middle keys.

The Shift Lock (523).

When either of the shift keys is fully depressed, it can be locked in that position by moving forward the slide on the left hand of the frame, so that without having to hold down the shift key with the finger, capitals alone, or figures alone, can be written for any length of time.

This will be found convenient for invoicing. Thus, all the specifications of a long invoice can be typed in first, then the invoice re-inserted, and with the Fig-shift locked down, the whole of the prices can be filled in, and the calculations carried out.

The Stroke.

The touch of this machine is the natural one with the ball of the finger, **not the tip**, and is elastic. The key must be followed downwards until it stops by reason of the type striking the paper. **Do not waste energy by striking hard, and observe that a light uniform touch produces the clearest and sharpest impression.** A regular touch is essential to make good work, therefore before attempting to write, it is best to practise this stroke with single letters on various parts of the key-board, so as to become familiar with the precise degree of force required to secure the best results.

To Move the Carriage.

Depressing the "space-bar" in front of the machine, or pressing the "swinging-bail" (*definition 9*), in the rear towards the "platen" will release the carriage and permit it to be moved freely in either direction to its full extent.

The Line Spacer.

This applies to the No. 7 Machine only. The line spacing of the No. 8 model is explained on page 19.

The space between the lines is got by pushing back the thumb pawl (see definition 1) which projects above the right end of the carriage. It is pushed back until it comes to a full stop, and when the pressure is released a spring brings it back into its old position. The space given is varied by varying the throw of this thumb pawl, and the variation is made by a long screw, the milled head of which will be seen just behind the thumb pawl (620). On the screw runs a check nut (615B) to fix it in any one position. By turning the screw to the right the throw of the pawl is shortened, and by turning to the left it is lengthened. It will thus be seen that the space between the lines can be adjusted to a hair's breadth. When such adjustment is necessary, the lock nut must be slacked, and when the desired space is got, the lock nut should be tightened to prevent the screw being altered by vibration in working the machine. The spacing pawl is attached to a plate called the "pawl plate." The small pointer on the inner side of the pawl plate, used in connection with the line space scale adjacent to it, furnishes a convenient means of returning to any particular line space desired.

Beginning a New Line.

The bell will ring and the levers will become automatically locked at the end of a line according to the position of the bell as explained later under the heading "Alarm Bell and Right Hand Margin." To draw the carriage back into position for the beginning of a new line depress the Release Lever (780) and holding it down draw the carriage along until it is stopped by the margin stop at the left hand side. It will be noticed that using the Release Lever automatically moves the paper forward. If it is desired to move the carriage without moving the paper forward depress and hold the space bar down and with the other hand the carriage can be easily moved to any position.

The Margin Stop. (Left Hand.)

The width of margin at the left of the page is regulated by the sliding rod at the left hand of the carriage. When the unnotched side is turned upwards the rod moves freely in or out. Slide to the margin required, then turn the notched side of the rod up and it will fix automatically; thus over thirty different margins can be got.

The last paragraph applies to the machine as illustrated at the head of page 17, but No. 7 machines with serial Nos. over 100,000, and a few below that number are fitted with a more convenient arrangement in the form of a toothed bar, which is screwed to the base of the machine at the back left-hand corner. On this toothed bar is a sliding stop, which is moved by pressing it in with the

finger from the back side. This releases a spring, and enables it to move freely along the toothed bar, and when the pressure of the finger is removed the stop engages with the teeth of the bar and is again a fixture. Against this stop the margin latch strikes, but it can be lifted and passed over, leaving the stop in position for the next line. The teeth on the bar correspond to the markings on the elevated scale and are numbered accordingly, so that if the stop be set at 20 then the left hand margin of the line will begin at the point 20 on the elevated scale, and so on. If the figures do not correspond exactly, the elevated scale can be slightly shifted to bring it into the correct position, the holes by which it is attached to the uprights being slotted for that purpose.

Alarm Bell and Right Hand Margin.

This applies to the No. 7 model only. The No. 8 arrangement is explained on page 19.

For convenience in packing, the bell is turned forward until it rests on the rubber platen roll, and it should always be in this position before putting the cover over the machine. Before using, turn this bell backward to the rear of the carriage. The bell is free to slide to any position on the square rod at the rear of the carriage, and can be set to ring at any part of the line desired. The machine will print several letters after the alarm has sounded and the action will then become locked and the keys cannot be depressed. The locking arm (552B) extends over the carriage at the right of the type wheel and engages a pointed projection on the frame which carries the bell. If it is desired to add one or more letters to complete a syllable or word, by lifting the end of this locking arm over the projecting point the lock is released and the letters can be added. At the same time the lock is left in the same position as before for the next line. If the locking arm gets bent upwards through being lifted too much to pass in this way it will fail to lock till set in the right position again.

The Indicator (550B).

Characters can be inserted, or any point accurately and speedily located by means of the "**Indicator.**" The normal position of the indicator when at rest is pointing to the bottom and the middle of the letter to be printed. As each letter is printed the indicator moves automatically away, returning again immediately as soon as the character is printed. To insert a character or make a correction, it is only necessary to depress the space bar and move the carriage until the required point is brought immediately above the end of the indicator. The required character can then be printed in its proper place. After a line which requires correction has been passed, or the paper removed, the desired point can be found by revolving the platen until the top edge of the indicator corresponds with the bottom of the line of writing. Then proceed as above directed.

Many valuable applications of the indicator will suggest themselves to users as they become proficient. It will especially be found a great help in making out bills and invoices, and filling in blank forms.

Left-hand Paper Guide.

The small piece of blued steel which clips on to the square carriage rod that carries the bell, and which extends down to the paper release tube, is the Left-hand Paper Guide. It will readily slide along to any desired position. With its assistance any number of fresh sheets of paper can be inserted into the machine all in exactly the same position by having the left-hand edge of the paper flush **with the guide.**

Fixing the Type Wheel.

This is quite a simple operation, but unless properly performed, good work is impossible. We therefore give rather full instructions.

Looking at the machine before the type wheel is fixed, it will be seen there are two pins standing up. The one in the centre of the sprocket wheel is called the type wheel shaft, and on that the wheel revolves; the other is the carrier pin, and its duty is to carry the wheel round when actuated by the depression of a lever. There are three patterns of carrier pins on the market; the oldest is a thin and slightly oval pin fixed *below* the type wheel shaft when it is at rest and un-depressed, and a more recent pattern is above that shaft. The latest pattern is a flat pin, and it is in the same position as the first pattern. The first-named is A pattern, the second B pattern, and the last C; when ordering new wheels it is necessary to say if for A, B, or C fitting. In the wheel will be seen a hole in the centre through which a brass lining runs. This is for the type wheel shaft, and near the periphery and opposite to each other in type wheels for the older pattern machines, are two small elliptical metal-bushed holes, into one of which the carrier pin fits. In fitting a new wheel to the oldest (or A) and newest (or C) pattern machines, where the carrier pin is at the bottom, it may be that the metal bush in this hole needs filing out a little. Do this very carefully, so as not to take too much off, as that would spoil the wheel; and yet enough, as the wheel must on no account be forced on, or you will bend the carrier pin and stop the free revolution of the type wheel. The B style, with the carrier pin at the top, will probably need no fitting.

Type wheels for the latest pattern have only one metal-bushed hole near the periphery, and that is square.

The type wheel is held in position by a little steel-wire catch which slides across the neck of the brass bush, or sleeve, projecting above the centre of the wheel on the upper side. At one point in

the neck which the catch slides in, the sleeve is cut through; hold the wheel up to the light and turn the catch till you see the side of the wire spring project, through the cut in the sleeve, into the circular space in the centre of the wheel; the catch is then in its right position.

When you set the catch right, put the wheel on with the letters Z and J uppermost, and press down till you hear the catch snap into the groove that runs round the top of the type wheel shaft. The wheel is now fixed for work. To remove the wheel turn the type wheel catch half round to the right or left. This will force the wire out of the groove, and the wheel will lift off without resistance.

Cleaning the Type Wheel.

Good work cannot be done unless the type wheel is kept clean, so **each morning** before beginning work **clean the wheel**. This is done by holding the wheel firmly down on the platen by depressing a key and then brushing the part which is uppermost. If the keys E, J, P, and Y are depressed successively, they will bring every part of the wheel to the top where it can be conveniently brushed. A cleaning brush will be found in the box of extras. If the wheel has been allowed to get very dirty, or the ink on it has got hardened, dip the brush in benzine.

To Change the Ink Roller.

Turn the swinging part of the ink frame upwards till it is perpendicular, the ink roller will then be at the top instead of the bottom. One side of the ink frame is movable. Pull it upwards and towards the operator. The ink roll can then be taken off its pin and a new one put on. When the new roll is on, replace the movable side, turn down the ink frame again, and the machine is ready for work. See "Bad Inking," page 20.

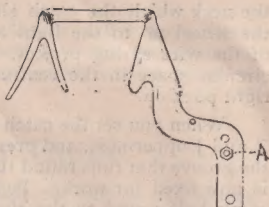
They are sold, ready for use, in tubes of $\frac{1}{2}$ -dozen at 4/- per dozen.

The Paper Frame (570B).

This applies only to the No. 7 model. The No. 8 arrangement is explained on page 19.

The pressure of the paper frame which curves over the platen and holds the paper down upon the latter can be adjusted by means of the thumb screw placed at the point where the guide is secured to the cast frame of the machine (603c). When manifolding a large number of copies, the sheets may be more easily inserted if the paper frame is raised, but care must be taken afterwards to restore it to its proper position in contact with the paper, as when this frame is too high, slight shadowing marks are apt to appear above or below the line of writing. Should its pressure interfere with the free movement of the carriage, turn the attaching screw slightly to the right.

There are three shapes of paper frame see definition No. 2; in the margin is a sketch of the latest improved form. The point A is where the regulating screw (603c) catches it through the top frame of the machine.



Tension Adjustment.

Provision is made, on all but very oldest style machines, for adjusting the tension of the principal springs. Should the carriage feed too slowly, and so cause over-printing, first make sure that it is cleaned and oiled; and that the hindrance is not owing to friction from the paper frame. If both these are in order and still the carriage sticks, increase tension on the feed spring. The feed spring stretches from front to back on the underside of the main frame. On the older No. 7 machines this spring is tensioned by a lever to be found at the back of the machine projecting from under the bed plate at the right hand side, looking at the machine from the back. To increase the tension, move the lever towards the bell. The newer style Nos. 7 and 8 machines have the tension lever worked by a screw which has to be screwed in to increase the tension. When the tension is found to be correctly fixed, the screw should be secured by the lock nut, which runs on it, as otherwise it is liable to shift.

Should the movement of the type wheel not be quick enough for fast operating, the tension of the main action spring may be increased by turning the thumb screw (620A) which, at the right of the type wheel, passes down through the horse-shoe casting. This screw is also provided with a lock nut to hold it firmly to the adjustment made. **Only experienced operators should interfere with this tension screw.**

Addressing Envelopes.

This only applies to the No. 7 m del. The arrangement for the No. 8 is described on page 20 under the heading "The Paper Clips."

If the envelope is thick and stiff, press the ends flat with the thumb and forefinger and open the flap of the envelope before inserting, and observe that the paper guide is pressed firmly on the paper. This will lessen the tendency of the envelope to spring upwards and be defaced by the ink roller striking it. A light touch is always needed, but is particularly essential to ensure good work on envelopes. Send for samples of our Special Typewriter Envelopes, which are easy to address on the machine.

Copying.

We use only the best inks, but all typewriter inks, whether on ribbon or roller, are heavier than those used with the pen. Consequently the paper of the copying book must be left carrying more water than when the ordinary ink is used, and the book must be left longer in the press. With our violet ink several successive copies can be made from the same original. *If any difficulty is found, write to our London address for our Special Copying Instruction Sheet, giving the number of your machine. This No. is stamped on the base of the machine at the back right-hand corner.*

Care of the Machine.

The life and the continued smooth working of any kind of machine are **largely governed by the care bestowed upon it.** Daily, before using, every accessible part should be cleaned with a *chamois skin*, or soft cloth, and dust and *superfluous oil* removed (*see next paragraph*). When not in use, the machine should be protected from dust and dampness by being placed in its case, or covered with a cloth.

Oiling the Machine.

Lubrication is necessary to obtain continued good work. It is of the first importance that the carriage should move freely. It is therefore **necessary** that the carriage and its bearings should be carefully cleaned at least twice a week in an office where much work is done. To do this, remove the carriage (*see last paragraph of this section*), and clean off from the edge which come in contact with the bearings, all dirt and dust, looking especially for particles of rubber which have dropped down when using the eraser. If the machine has been standing unused for some time, or if the carriage has been oiled and the oil has become gummy, dip the cleaning rag in benzine. For a machine in regular use, two drops of our "Clock Oil" put on each side of the carriage, and then allowed to run down the entire length, will be quite sufficient. The bearings of the carriage rollers also need an occasional drop of oil. It is well to remember that so long as the carriage and bearings are cleaned, it will work better with too little oil, than too much. **With the exception of the carriage do not oil any other part of the machine.**

CAUTION.—For one machine that comes to us gone wrong through using too little oil, twenty come choked up with too much oil, or with bad oil, which has oxidised and accumulated dirt.

To remove the Carriage on machines below 135000 in number it is first necessary to take off the left-hand carriage standard. Take out the screw which fastens the elevated scale to the standard, and then take out the small set screw set in from the back of the standard into the square carriage rod upon which the standard is placed.

This standard can then be pulled off. The carriage may then be removed by holding down the space-bar, and drawing the carriage out of the machine, lifting the latch at the extreme left of the frame to allow it to pass over the main frame lugs and the roller on the space plate. To replace the carriage, hold the space-bar down, and slide the carriage again into the machine. **Never begin to put the carriage back until you have the space-bar down, and never release the space-bar till the carriage is back into position,** or you will wedge your carriage, and may have to send the whole machine to the nearest Dépôt to get it released. If the elevated scale is found to be troublesome to unfamiliar hands when taking the carriage out of the machine, it can be removed altogether by taking out the screw which attaches the scale to the right-hand side standard.

On machines above 135000 in number the carriage may be removed without detaching the standard, which is specially shaped to allow it to pass the top of the ink-frame. The latch must, of course, be lifted as described above.

Carbon Work.

The Blickensderfer will turn out fine clean carbon copies, and by using good "flimsy" paper, and "gossamer" carbons, a dozen to sixteen copies can be made at once, *and all in proper alignment.* Lay a sheet of plain paper with the writing-face downwards on the table. On this lay a sheet of typewriter carbon, the prepared side upwards. Then a sheet of flimsy, and so on. Lift the whole up bodily and lay it on the paper rack, and feed in. It may be held square at the edges by the thumbs at each side, and the thumbs with the block of papers and carbons will pass under the ends of the thin paper plate (569B) which lies along the platen. Once under this plate it feeds evenly on, without further attention.

Colour Work.

When in writing out any document it is desired to strike up a particular word or heading, slips of carbon paper of any desired colour may be laid, or temporarily held, under the guide arm at that point, and the special word or heading will then be printed in a different colour from the body of the sheet.

This will be found very useful to public speakers—from notes or from manuscript—a quite unimportant word struck up in red here and there at irregular intervals, will quickly guide the eye back to any given point when the speaker is referring again to his notes in public.

Compound Characters. Cosmopolitan Wheel.

There are 84 characters on the Blickensderfer wheel, but others are sometimes wanted which can be made by a union of two of the characters given. To get this the carriage must be moved back after the first character has been struck, or it must be stopped moving on till both have been imprinted. The latter is the method usually employed, and it is done by holding the spacer down with

one hand whilst you strike the keys with the other. An example will illustrate this. On the commercial wheel there is no note of exclamation, and it is not often that commercial users need that sign. But when they do it is easily got, thus: hold down the spacer with the left hand and strike the full stop with the other, continue to hold the space key, but stretch out the little finger and with it press down the "Fig." shift and then strike the apostrophe - the result will be a very fair note of exclamation. Some firms often need the dollar sign; it is got by first holding the Cap. shift and the spacer down together, then strike the letter S, release the Cap. shift only and strike the letter I, and you will have a fair dollar sign.

This method of making accented letters and characters has to be largely used with our recently introduced "Cosmopolitan" wheel, with which every European language using the Roman alphabet can be written. The letters follow the English arrangement, and all the accents and signs are loose and have to be added to each letter after it has been struck.

On the No. 8 it is not necessary to hold the space bar. The back space key returning the carriage immediately the necessary space for the insertion of accents, &c.

Duplicator Work.

(For prices of Duplicator Materials see page 16).

Duplicating is not so easy a process as Carboning, but the Blickensderfer is an excellent machine for the purpose, and careful attention to details is the key to success.

Before starting, brush the type wheel smartly and so remove all foreign substances; a little benzine applied to the type brush will assist in cleaning the type wheel.

It is best to keep a new sharp wheel for cutting stencils.

When preparing a stencil to print from, you will have five kinds of sheets to deal with, each of which has its proper place and use, viz., the stencil sheets, the silk sheets, the oiled sheets, and two kinds of tissue paper.

Almost all machines require a stencil paper specially suited to their stroke, and to get good results that stencil paper should be used. Get from us the special waxed sheets prepared for the Blickensderfer. Before opening out the stencil paper, thoroughly remove all dust and dirt from the desk with a cloth, then proceed as below:—

(1) Take a wax sheet and lay it down flat. In many cases either side up will do, but some stencil sheets are made with one side a good deal smoother than the other; this can be easily ascertained by passing the finger over both sides; these sheets should be laid with the smoother side down.

(2) Place the silk sheet on the top of the wax sheet. Be sure that this silk sheet is perfectly free from particles of wax left by the last stencil cut, and clean in every other way. If it is not, put a little benzine on the sheet and rub carefully with a clean rag.

(3) An oiled backing sheet, foolscap size, should now be put on the top of the silk sheet.

(4) Fold the top, bottom, and two side borders of the wax stencil sheet over the silk and oiled sheets, to prevent their being worked out of position.

The stencil paper is in a cardboard cylinder, and with it will be found an equal number of sheets of ordinary tissue paper and of a thin soft gauze paper of a fibrous nature; in use, lay a sheet of tissue paper so as to come into position on the top of the wax sheet, and strike the type wheel through the tissue paper; this keeps the wax from clogging up the letters of the type wheel.

(5) Now lift the whole—taking care not to crease the wax stencil—keeping the side showing the folded borders facing you, and feed into the typewriter in exactly the same manner as you would insert a sheet of writing paper, and impress on the stencil sheet the matter it is desired to be reproduced.

Press each lever firmly—but don't strike too hard.

When the stencil is completed, take off and throw away the sheet of tissue paper which covered the face of the wax sheet when it was in the machine, unfold the borders of the wax sheet, take out the oiled backing sheet, grip the corner of the silk sheet, and very slowly remove it, taking particular care not to pluck out any of the perforated letters from the stencil itself.

When arranging to print from the stencil just cut, detach the duplicator binding frame and lay on the table in a convenient position. Lay one of the soft gauze sheets referred to above on the table, and turn the stencil on to it, face downwards, and then, taking up both together, fix in the duplicator binding frame, so that the ink will go first through the gauze sheet and then through the stencil on to the paper to be printed on.

Turn the duplicator frame and lay on the table with the stencil paper uppermost and the gauze sheet underneath, then with the brush, varnish all round the margin of the stencil sheet where no stencil has been cut, and any space left between the paragraphs. Look over the sheet, and if it has been cracked in any part, varnish the cracks over. With very weak stencil paper, it is advisable also to varnish between the lines. When varnishing any of the parts near where the stencil is cut, great care must be taken not to let the varnish fill in any of the stencil itself.

The whole length of the stencil inking roller should contain a good uniform supply of ink, which should be evenly distributed over the gauze sheet covering the wax stencil. Always pass the roller lightly over the stencil in the same direction, from bottom to top. never roll the inker downwards, or the gauze may pucker, and the stencil become wrinkled.

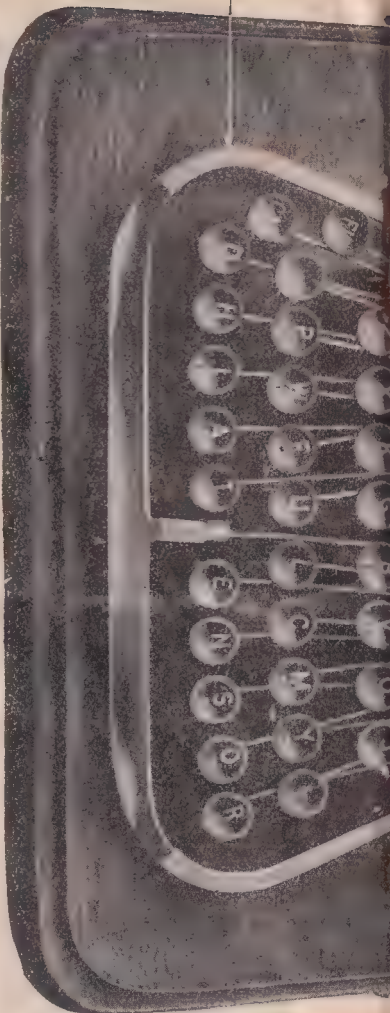
A proper quality of ink is of great importance in making good work. A good ink will be of the right consistency at a medium temperature, in winter the same ink may be too thick to work without holding in front of a fire for a few minutes after it has been put on the inking slate or plate, and in summer it will be so thin that only a very little should be taken on the roller at once, and a very light pressure given in printing off.

After the completed stencil is put into the frame, a sheet of blotting paper should be laid underneath, and the roller passed over the stencil with an extra pressure for a few times until the ink has worked well through the perforations. When once this is done, a lighter pressure will give good copies in printing. This matter of pressure, when once printing is begun, is only gauged by practice.

To get good work from the duplicator, every detail must be in order. If you have not the proper stencil paper you cannot cut a good stencil. If in cutting the stencil you strike the keys with an uneven touch, you will find when you come to print, that some letters come out black and some faint, and the work looks patchy. If you have not been careful to varnish round the edges of the stencil and over any little cracks or marks that may have developed in it, then you are liable to have the printed copies disfigured by little black marks. If you use poor ink you will either get an uneven impression, or the impression will go right through to the back of the paper you are printing on; the latter is caused by the ink being adulterated with too much oil. If you do not get your ink evenly spread, the printed copies will appear patchy. If in passing the inking roller over the stencil you use too little pressure, you will have too light a copy; with too much pressure, you will get too heavy a copy; and if the pressure is more on one side than the other, you will have a copy light at one side and dark on the other. If your silk sheet was not properly cleaned before you began, the whole work will probably be smudgy.

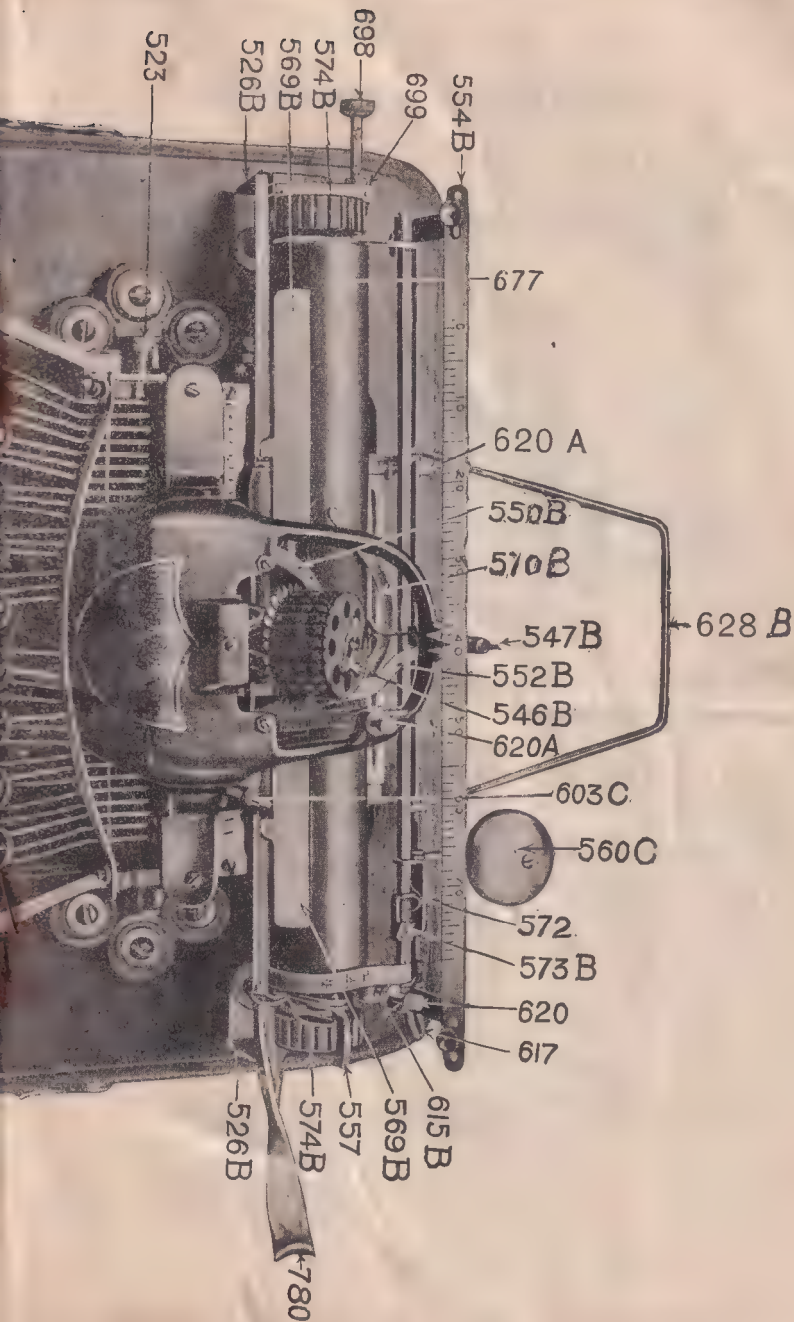
Hecktograph Reproductions.

These are best got by writing the matter through a special Blickensderfer hecktographic sheet. We have hecktograph ink rolls, but these sheets are cheaper, more convenient, and give a greater number of copies. One sheet can be used many times over.



506B—Space Bar.
 523 —Shift Lever Lock Plate.
 526B—Carriage Stops
 546B—Type-wheel Catch.
 547B—Ink Frame.
 550B—Pointer or Indicator.
 552B—Automatic Locking Arm.
 554B—Elevated Scale.
 557 —Thumb Pawl.
 560C—Bell.
 569B—Paper Plate.
 570B—Paper Frame.
 572 —Automatic Lock-frame.

573B—Automatic Lock Plate.
 574B—Carriage Knurls.
 603C—Paper-frame Thumb Screw.
 615B—Lock-nut on Line Space Adjusting Screw
 617 —Release Bail.
 620 —Line Space Adjustment Screw.
 620A—Main Action Spring Adjustment Screw
 628B—Paper Rack.
 677 —Platen.
 698 —Margin Stop Rod. }
 699 —Margin Latch. } Now replaced by a better
 780 —Release Lever. } arrangement, see top of
 page 17.



Prices of Duplicator Materials.

Blick Stencil Paper—

Per Quire	Quarto 3/6	F'cap 4/6	Brief 7/6
Silk Sheets, each	Quarto 1/3	F'cap 1/6	Brief 3/-

Mimeographic Ink—

Blue, Green, Purple, or Red	per $\frac{1}{4}$ -lb. tube	3/6.
Black	" "	2/6.
Large $\frac{3}{4}$ -lb. tubes—Black, 6/-; Purple, 9/- each.		

Our Inks will not only be found of superior quality, but of the full weight specified.

Benzine, 1/- per bottle; Fine Camels Hair Brushes, 6d. each.

Varnish, 1/- and 2/6 per bottle. Oil Sheets, 9d. per doz.

Good Quick-drying Paper, for printing the impression on to—

Quarto size: - 2/6 per ream. Foolscap: - 3/- per ream.

Samples Post Free.

Prices of Hecktograph Materials.

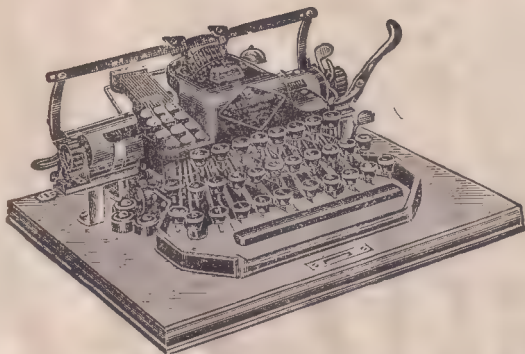
C.B.D. Multi Copier	...	...	Foolscap size, 15/- each.
Special Hecktograph Reproducing Sheets	"	"	3/- dozen.
Ink for Hand Writing	...	...	1/- per bottle.

Suitable Paper for taking off impressions—

Quarto	...	...	2/6 per ream of 480 sheets.
Foolscap	...	...	3/- " "

The foregoing instructions all apply to the No. 8 pattern as well as to the No. 7, except where specially stated.

Special Instructions for No. 8.



The foregoing instructions, except where specially stated, all apply to both the No. 7 and 8 Models, but the following additions refer to the No. 8 only.

No. 8 Tabulator Instructions.

The No. 8 Tabulator is the twelve-keyed attachment to the left of the type wheel. It is operated in conjunction with the two stops upon the elevated scale. These two stops are movable. If the little turned over piece is depressed, it will lift the stop out of a notch of the elevated scale, and then can be moved to any desired position. When it is desired to tabulate figures, either one or both of these stops, according to the number of columns of figures it is desired to tabulate, must be used in the position desired. If the printing is too near the end of the line, move the stop a little to the left, and the carriage will be stopped sooner. Having decided upon the position of the stop, we would now draw your attention to the Tabulator itself. It is a double tabulator, that is, it can be used for either column work or for money columns. The keys are marked 1, 2, 3, 4, 5, 6, etc., and these are the markings for column work. Some keys have

two markings. For instance, the keys marked 1 and 2 are also marked 1^d, and 11^d, these being the signs for 1d. and 11d. The keys marked 3 and 6 are the two spaces between the pence and the shillings, and the pounds, when money columns are being tabulated. "M" after a figure means thousands, as £10M = £10,000. Now, if the operator will depress the key marked 1^d, and hold it down, sliding the carriage along until it is stopped by the tabulator and the tabulator stop meeting, then print the figure 1, it will be found to represent the pence column from 1d. up to 9d. If it is desired to print 10d. or 11d., this amount being two figures, the key marked 11^d must be depressed, and that will stop the carriage one space sooner. If it is desired to tabulate any amount from 1/- up to 9/-, the key marked 1/- must be used, and for any amount from 10/- up to 19/-, the 10/- key must be used. In order to give you an example of the actual work—we have tabulated a number of amounts, and marked at the side the key that was used in the first place. Of course, when tabulating an amount like the third amount, which consists of £ s. d., a stop is used for the pounds in the first place. After the 9 is printed, instead of using the stop again, it is quicker to just depress the space bar, the carriage moves on one space, and the 11/- can be printed. Depress the space bar again, and the carriage will be brought into the pence column; but as there is only a 1d. the space bar must be depressed again, and the penny can be printed in its correct position. If the pence amount is 10d. or 11d. the space bar must only be depressed once, between the shillings and the pence. If a penny up to 9d. it must be depressed twice. If the shilling sum is anything from 1/- up to 9/- the space bar must be depressed twice. If from 10/- to 19/- once between the £ and the shillings. This, of course, only refers to when an item containing shillings and pence is being tabulated in the first place, and an item containing £ s. d. in the second place.

For column work there are no blanks in between shillings and pence, for of course, they are not needed, so that the keys marked 3 and 6, which are dead keys in money columns, become live keys in column work. If it is desired to type one million, there are seven figures in a million, so depress the key marked 7. If it is desired to write 10, there are two figures in 10, so depress the key marked 2, and so on. If it is desired to move the paper on each time the tabulator stop is used, the best method is to operate the tabulator with the left hand, and the release lever with the right hand, holding the release lever down, which automatically moves the paper forward, and slides the carriage along and back again until it is stopped by the tabulator key. If, as in invoice work, it is desired to type on the left of the sheet, and then move along the carriage and tabulate upon the same line without the paper being moved, operate the tabulator key with one of the fingers of the left hand, at the same time holding down the space bar with the thumb of the left hand, sliding the carriage along with the other hand by the black knurl at the right end.

In order to tabulate the figures at the right, the tabulator key marked as under must be used.

1d	...	...	...	...	1
1/-	...	...	...	...	1 11
£1	...	...	...	9	11 1
£10M	...	...	...	10000	10 8
£1	...	...	...	1	3 11
£100	...	...	...	100	0 0

And for column work as under:—

1	...	...	...	...	...	1
2	...	...	...	...	...	21
3	...	...	...	...	...	321
4	...	...	...	...	...	4321
5	...	...	...	...	...	54321
8	...	...	...	...	...	10000000
1	...	...	...	...	...	1

and so on.

The Back Space Key.

The back space key, which is plainly marked, is the key at the extreme right hand end of the middle row of levers. By depressing it the carriage moves one space back, enabling corrections easily to be made. This key is also of great service when writing any language with accentuated letters, where the accents stand by themselves and are for use over several different characters, after the letter has been printed the carriage can be moved back by this key and the accent inserted in its correct position above.

No. 8 Line Spacer.

The line spacer of the No. 8 is designed to give the three set spaces common to all standard machines. Either the first, second, or third, or in other words, the narrow medium or wide space may be used at will. At the right hand end of the carriage, extending from between the black knurl and the thumb pawl (557) to the standard supporting the elevated scale will be seen a nickel-plated steel lever. In the scale standard are cut three notches. Fitting the lever in these notches determines the distance in between the lines. It will be found on trial to readily spring from one to another, but once in position remains firm till altered at the desire of the operator. The top notch gives the widest space in between the lines, the middle the medium and the bottom notch the narrow space.

Where it is desired the No. 8 Model is also supplied with the unlimited line widths as described on page 6 for the No. 7 pattern.

No. 8 Alarm Bell and Right Hand Margin.

The line lock of the No. 8 is regulated by the left hand paper clip. Wherever it is moved to upon the platen determines the point at which the levers lock. It is released as described further on, under the heading: The Automatic Lock Arm Release. The No. 8 Bell is fitted at the back right hand corner of the machine. This bell can be regulated to ring at

the end of the line as desired by the adjustment of the bell trip. This trip will be found attached to a flat rod extending from the right hand carriage standard to the pressure roller support. If any difficulty is experienced in locating it move the carriage along by depressing the space bar till the bell rings and watching the bell strike will show the bell trip working the bell hammer. This bell trip is fastened with a thumb-screw which can be loosened and will allow it to be moved to any desired position on the rod. Before operating tighten the thumb screw again to ensure the alarm always being given in the same place.

No. 8 Paper Clips.

Instead of a paper frame the No. 8 model is fitted with sliding paper clips. These may be adjusted to hold the right and left hand sides of the paper firmly upon the platen. They should be at the extreme edges. They will be seen made of blue spring steel attached to the square rod running along the whole length of the carriage from standard to standard and they curve over the platen or large roller which carries the paper. After fixing the clips in position care must be taken to adjust the left hand margin block as described on page 6, so that the carriage is stopped 3 or 4 spaces from the steel clip otherwise the type may strike upon the clip and become damaged. These clips will be found very serviceable when writing upon thick paper or addressing thick envelopes.

The Automatic Lock Arm Release.

When the levers lock at the end of the line according to the position the automatic lock has been placed at, they may be released by pressing down, and to the right, the small nickel-plated lever which will be seen attached to the back part of the right hand side of the top frame. This lever will be seen with a small rounded flat plate at the end for the finger just behind the two screws which fasten the top frame to the main casting. Upon releasing the levers a word or syllable may be finished and the lock remains automatically in position for the next line.

FAULTS.

Bad Inking may be caused by a new ink pad giving too full a supply of ink. Rub the pad with blotting paper. It may be caused by an old and dry pad. A dried pad which has not worn hollow in the middle can be revived by allowing a few drops of Blickensderfer Pad Reviver to soak into it. If the inking is faint on the top, it is caused by the pad going too far under the type wheel and so missing the tops of the letters. To remedy, press slightly outward the fixed part of the ink frame where the V is, against which the swinging arm strikes. Inking faint on the bottom is caused by the pad not being thrown far enough under the type wheel. To remedy, press the same fixed part inwards.

Printing x for z or q for j is generally caused by the ink frame being the merest trifle too high. The type wheel travels farthest round in getting the letters z and j into their printing position, and if the ink frame is just a trifle too high it is apt to

touch the wheel before it gets completely round and so to stop its revolution at the x or q position, or even at the k or v position if very much too high. To adjust this, slack the screw which attaches the ink frame to the machine and lower about the thirty-second of an inch, then fasten in position again. The screw is easily got at by turning the swinging arm right up as far as it will go. When you have lowered the ink frame it may have the effect of making the tops of such letters as l, h, and d, print faint or not print at all, that will be remedied by pressing the fixed part of the ink frame a little outwards. *See preceding paragraph.*

Irregular Spacing is generally caused by the stop against which the spacing lever rests having got out of position. To test this take hold of the space plate (*see definition 7*), which works backwards and forwards at right angles to the carriage at the back of the machine; hold it firmly with the finger and thumb of one hand, and with the other try if the carriage can be moved. If there is any play, it shows this stop is out of adjustment. To remedy; remove the carriage and you will see the toothed spacing pawl draws back against the stop when the spacer is depressed. It will be noticed that the stop is held by two screws; slack the one on the left-hand side and very slightly move the stop towards the back of the machine. Tighten the screw, replace the carriage, and test again. If there is any play, you have not moved the stop far enough.

Overprinting (that is, printing one letter on the top, or partly on the top of another), is almost always caused by some obstruction to the free movement of the carriage, and that obstruction is generally to be found in the paper frame on the top of the platen, or in dirt on, and underneath the carriage. A very little does it, the merest touch of the paper frame along the top of the platen is enough, so see that the paper frame is clear; see that both the carriage frame, and the bearings are *perfectly* clean, and see also that the roller bearings are clean and running freely. If these things are all in order, and the overprinting occurs only at the beginning and end of a line, it is probably caused by the tension spring having weakened. For increasing the tension look under the head of "Tension Adjustment."

Smudging is caused by the ink roller touching the paper in its traverse back and forward. This is usually because the paper used is of a harsh and springy nature, and does not lie close to the platen roller. Typewriting paper should be pliable but with a hard surface. If any difficulty is found in getting paper of a proper quality we will send samples to select from, and supply it either plain or with printed headings. Sometimes smudging is caused by the ink frame having shifted out of position and got too low. When in proper position the typewheel should cease revolving just before it touches the pad when the J or Z lever is pressed. Sometimes it is caused by the paper frame being set too high. (*See under "Paper guide or paper frame," page 9*).

Shadowing.—This name is given to slight marks that appear above and below the line of writing, and sometimes at the side of letter struck. It is often caused by a dirty wheel. The ink adheres to the spaces between the letters and fills them up, and then when a letter is struck, as the letter does not stand out clearly from the body of the wheel, the surrounding surface also touches the paper. The remedy in this case is, of course, to clean the wheel. In other cases, it is caused by adjoining letters, at the side, or above, or below, touching the paper, in addition to the letter that is struck. This may come from the paper being of too springy a nature so that it is impossible to get it kept close down to the platen, or it may come from the paper frame not being adjusted so as to hold the paper down against the platen. Either of these faults may also produce a slight sliding of the letter struck, which gives sometimes a thick appearance and sometimes a double appearance to the letter on the paper. Carefully attending to the adjustment of the paper frame, the cultivation of a light touch, and also endeavouring, as far as possible, to use suitable paper, are the only ways of remedying these defects. (See under "*Paper guide, or paper frame,*" page 9).

Typewheel not Touching Platen.—This is generally caused by the swinging bail having got over the stud which is at the back end of the space plate. Its proper position is outside of that stud, but it sometimes gets bent in the middle and slips over the top of it. When this occurs it is easily put right with the fingers, and should be bent down so as to make it unlikely to happen again.

Roller Slipping round without turning paper. This can usually be remedied by a very small drop of oil at each end of the pressure roller. If that does not effect a cure, slightly roughen the platen roller, either by washing it in benzine or by passing over it a piece of fine emery paper.

Loose Buttons.—The lever buttons on the machine are fastened on with sealing wax or with a spring clip, and sometimes come loose. To re-fix, fill the cavity in the under side of the button with sealing wax, hold a lighted taper under the end of the lever till it is hot, then turn on the button and adjust correctly in position before the wax sets hard. Buttons held in position by a spring catch, if the spring goes wrong, can be fixed in the same way.

Other Small Faults.—Sometimes a machine comes back to us for some very small matter. For example, a man sent his machine to us from a long distance, and wrote saying it had suddenly refused to write more than the first half of the line. We found the elevated scale bar had been bent inwards in the middle, probably in putting on or taking off the cover, and the little index pointer, which moves along the scale as the carriage travels, came

into contact with this scale about half way along the line, and so stopped the movement of the carriage. Another time complaint was made that the machine would not write the ends of the lines. Examination showed the elevated scale had been taken off and replaced with the pointer behind instead of in front of it.

Frequently complaint is made that neither pressing down the spacer nor pressing in the swinging bail at the back would release the carriage, and sometimes that the carriage had got to one end and could not be got to move back. In all these cases the swinging bail (*definition 9*) had been sprung over the projection on the end of the space plate (*definition 7*), which it was intended to catch when pressed inwards. If the bail had got bent upwards in the middle it might easily slip over this projection without it being noticed at the time. (*See also the former paragraph*). The remedy is to get the bail to the out-side again. This is easily done by springing it over the end of the space plate if the fault is discovered when the carriage is near middle position, but if the carriage has got out to one end it will be needful to remove the bail in order to adjust it. This is easily done, as it is not fixed in any way to the carriage, but just sprung into holes in the carriage standards punched at each end to receive it.

Fingering.

We give below elaborate instructions for the acquisition of correct and rapid fingering. Patience in learning to finger correctly, and time devoted to practice on the exercises given and on familiar words and sentences, though irksome to a busy person will bring a speedy and rich reward in skill. Good habits are as easily acquired as bad ones, but bad habits, once formed, are very difficult to get rid of, and are a continual drag to future progress. Try to accustom yourself to use all the fingers of both hands, but on no account use fewer than two on each. Make no attempt to write rapidly at first—speed comes with practice alone. Remember that correctness in every detail is, at the beginning, of supreme importance.

Disregard the figures and characters for the present, and fix in memory the order of the letters. Let each key be depressed by the finger shown in the following diagram:—



The foregoing diagram indicates the keyboard of No. 5 Machine. The fingers of the left hand are marked by 4 3 2 1, and those of the right hand by *a b c d*, the thumb is reserved for the spacer. In the No. 7 the spacer goes all round the board, and may be struck by any finger that is conveniently near.

On this lower bank the fore fingers will conveniently work the four keys A, T, E, and N. The other three letters on each side are usually distributed between the middle and the fourth finger; theoretically it is desirable to use the little fingers for R and D, but in practice this is seldom done. On the top bank there are two levers less and the convenient division of the work will be found by using the forefinger of the right hand for B and V, and the middle finger for Q and J, and duplicating this arrangement for the left hand. The middle bank follows the order given for the lower bank keys.

EXERCISE 1.

Lay the fingers lightly on the keys in the lower row and write the following words, taking care to use the correct touch, as described in the paragraph "The Stroke," page 5 :—

die hie ate ten nor sore sort sorter son soon rose nose toes.
tension adhesion net sent sennit at it hat hit the that and sand
attend attention date rate rata diet snort snore tore shore short shot
rash eraser hater hatter hotter shorter shorten dense denser or
so no on.

Let the foregoing be practised carefully until each word can be written without error.

EXERCISE 2.

To reach the characters in the second line, extend the fingers, but without actually shifting the position of the hand. Write :—

pander wonder fonder under lump full fully my fly fulcrum
plump you mew few allow alloy unalloyed meander asunder
wonderland pretty metal metallic yield field peeler sealer yet fruit
friend my dear sir my lord and my lady are here to-day.

EXERCISE 3.

The characters in the upper bank occur very infrequently. Write the following sentences, each of which contains the whole of the alphabet, until the position of each letter is found instinctively :—

The brown fox quickly jumps over the lazy dog.
Pack my box with five dozen liquor jugs.
Quick wafting zephyrs vex bold Jim.
Frowzy quacks, jump, vex, and blight.
John quickly extemporized five tow bags.

If these exercises be repeated two or three dozen times, it will be found that a very considerable degree of pliancy of the fingers, with consequent facility of execution, has been attained. "Practice makes perfect."

In order to depress the capital shift key, for an odd letter, the little finger of the left hand should be used. The depression of the figure shift is greater and heavier than the capital shift, it should, therefore, be pressed down by the middle finger. When either shift key is down, the depression of the letter keys should be decidedly sharp, and care should be taken to allow the typewheel to complete its upward movement before sending it down again, as, failing this, it is possible that an incomplete movement of the wheel will be made, and the wrong letter or character strike the paper. The finger should, therefore, be removed directly contact is complete.

EXERCISE 4.

Let the following letter be practised until written freely and without error:—

London, 2nd August, 1896.

Messrs. Walter Jordan and Sons,
18, Great Monument St., St. Louis.

Dear Sirs,

We are in receipt of your favour of the 11th ulto., and; as requested, are forwarding by ss. "Patagonia" the following goods:—

100 copies	Instructions on Blick	@ 6d.	£2	10	0
2 dozen	Inkrolls, Green	4/-		8	0
4 "	" Violet	4/-		16	0
1 "	Goss Carbon			1	9
1 only	Elite Typewheel			10	0
2 reams	Qto. Flimsy	2/6		5	0
1 box	1st Grade Carbons			7	6
Net.....			£4	18	3

The remainder of your order shall follow in the course of a week.

Awaiting the renewal of your commands which shall at all times receive our careful and prompt attention.

SPECIAL NOTICE.—OUR SALEROOMS ARE OPEN DAILY DURING BUSINESS HOURS TO EVERYONE WHO WISHES TO RECEIVE INSTRUCTION AND TO PRACTISE. IT IS OUR INTEREST AND OUR DESIRE THAT EVERY PURCHASER SHOULD BECOME AN EXPERT.

Our Guarantee.

We stand behind every machine we sell and warrant all of them to be of good materials and workmanship, and we will furnish free, at any time within one year from the date of purchase, any parts that may wear out or break, if not caused by neglect, misuse, or accident. The type wheel is not a part of the machine covered by this Guarantee.

This instruction book guarantees in this way Machine
No. for one year, from

p.p. THE BLICK TYPEWRITER CO. LTD.

Where it is needful to send the machine to the Head Office or Agency Depot for repair under this guarantee carriage must be paid by the owner, and this book must also be sent at the same time. The Depots where repairs are at present done are noted below.

The Blick Typewriter Co.'s

Repair
Stations :

HEAD OFFICE—9 and 10, Cheapside.

WEST END DEPOT—369, Oxford Street, W.

MANCHESTER—74, Market Street.

LIVERPOOL—39c, North John Street.

NEWCASTLE-ON-TYNE—88, Pilgrim Street.

BIRMINGHAM—County Chambers, Corporation Street.

GLASGOW—105, Hope Street.

Other Depots receiving repairs will forward to the one of those named above.

Repair Department.

When no general Ledger account is open repairs must be paid for before they are returned.

Prices of Sundry Blick Supplies.

If cash is remitted with order for Sundries they are delivered carriage free all over the United Kingdom, if not, carriage is charged extra, or the things are sent away carriage forward.

		£	s.	d.
Literary Leather Case, for No 7 and 8 models, forming also Writing Case, to carry paper and all other necessities	...	2	5	0
Extra Carriages	Foolscap size	1	11	6
	Brief Size...	2	12	6
Type Wheels, all styles	...English, each	0	10	6
for Bohemian, Danish, French, German, Greek, Hungarian, Polish, Portuguese, Russian, Servian, Spanish, or Swedish languages				
	... each	0	10	6
Ink Rolls in Violet, Green, Blue and Red, to copy, and Black Copying Blue	per dozen	0	4	0
				nett
Ink Rolls in Black, Red, and in indelible Carbon Black, all non-copying	...	0	4	0
				..
Hecktograph Sheets	per dozen	0	3	0
				..
Ink Pad Reviver	per bottle	0	0	6
				..
Special Clock Oil	per bottle	0	0	9
				..
Erasers, Round	each	0	0	3
				..
„ Oblong	each 4d. and	0	0	6
				..
Re-inking outfit	...	0	2	6
				..

SPECIAL NOTE ON TYPEWHEELS.

When ordering, say what "fitting" will suit your machine, and what keyboard is used. See "*Fixing the Typewheel.*" It is also advisable to give the number stamped on the machine base.

"A fitting" is for the oldest style, a thin slightly oval pin fixed below the central shaft or pin.

"B fitting" is for the next style (tried and discarded as too heavy) fixed above the centre pin.

"C fitting" is for the carrier pin now in use, a flat pin in same position as the original make (stronger than B and lighter than A).

Both A fitting and C fitting wheels may need a little filing out at the carrier pin hole, before they will go on the machine. See instructions "*Fixing the Typewheel.*"

Manifolding.

TO GET GOOD RESULTS when taking Carbon Copies, it is essential to use only the **BEST** quality of Carbons. We import a special high quality, suitable for machine work, and when that is used, can guarantee the BLICK will do all we say.

It is stocked in Black, Blue, Green, Red, and Violet colours, all foolscap sheets, and in boxes of 100 sheets.

Black and Violet give the best results, with Red for colour effects when wanted.

PRICES.—Full Foolscap Size.

	Dreadnought	1st Grade.	Gossamer.
Per Box (unbroken)	6/6	7/6	10/6
Per Dozen	1/-	1/3	1/9

Brief size sheets 50% on above prices.

The 1st Grade Carbons are recommended, they last well and will be found economical in use.

Save your Old Carbons. We allow 3d. a dozen in part exchange on all old Carbons—any makes.

REPAIRS.

No Agent of the Blick Typewriter Company has any authority to repair their machines or to make other than slight adjustments.

The Company will only be responsible for repairs being properly executed at their own Depots, as set out on page 26.

A Mark of Quality.

TRADE MARK.



CLEAN

BRIGHT

DURABLE

TYPEWRITER CARBONS.